

Itinerary
of
UNITED COMMANDERIES
OF NORTH-EASTERN PENNSYLVANIA
TO THE
25TH TRIENNIAL CONCLAVE
OF THE
Grand Encampment of Knights Templar.
AT DENVER, COLORADO.
August 1892.

STATIONED
- IN THE -
HISTORIC AND - - -
- - - PICTURESQUE
LEHIGH,
LACKAWANNA,
WYOMING.
- - - AND - - -
SUSQUEHANNA
VALLEYS.

MAN - CUT BUTALU - NY.



*James H. Coddling, Rear
Grand Commodore, Penna*

Committee.

E. SIR R. A. ZIMMERMAN, Chairman,
P. E. C., Melita Commandery, No. 68, SCRANTON, PA.

E. SIR T. F. PENMAN,
E. C., Melita Commandery, No. 68, SCRANTON, PA.

SIR J. M. KEMMERER,
Coeur de Lion Commandery, No. 17, SCRANTON, PA.

SIR FRANK POWELL,
Coeur de Lion Commandery, No. 17, SCRANTON, PA.

E. SIR S. B. VAUGHAN,
P. E. C., Dieu le Veut Commandery, No. 45, WILKES-BARRE, PA.

E. SIR FRANK C. MOSIER,
E. C., Wyoming Valley Commandery, No. 57, PITTSTON, PA.

SIR HENRY C. PORTER, Secretary,
Northern Commandery, No. 16, TOWANDA, PA.

E. SIR THOS B. JOHNSON,
E. C., Northern Commandery, No. 16, TOWANDA, PA.

E. SIR GUSTAVE F. SWIGERT,
P. E. C., Palestine Commandery, No. 14, CARBONDALE, PA.

R. E. SIR JOSEPH ALEXANDER, JR.,
Past Grand Commander, SCRANTON, PA.

E. SIR E. T. WHEATON,
P. E. C., Coeur de Lion Commandery, No. 17, SCRANTON, PA.

E. SIR F. S. BAKER,
E. C., Coeur de Lion Commandery, No. 17, SCRANTON, PA.

E. SIR WM. L. McDOUGALL,
P. E. C., Wyoming Valley Commandery, No. 57, PITTSTON, PA.

E. SIR W. HENRY DODGE, Treasurer,
P. E. C., Northern Commandery, No. 16, TOWANDA, PA.

E. SIR FRANK H. PIATT,
P. E. C., Temple Commandery, No. 60, TUNKHANNOCK, PA.

E. SIR SAM'L S. YOHE, Grand S. W.
P. E. C., Hugh de Payen's Commandery, No. 19, EASTON, PA.

SIR DALLAS DILLINGER,
Allen Commandery, No. 20, ALLENTOWN, PA.

SIR B. M. BRUCE,
St. Augustine Commandery, No. 6, ITHACA, N. Y.

To the Fraternity of the Order of the Temple, and our friends:

Ever since the exciting vote at Washington in 1889, by which Denver was selected as the place for holding the 25th Triennial Conclave of the Grand Encampment, the anticipations of many have been turned cheerfully toward the Centennial State. The land which Coronado and his adventurers, first of civilized men, claimed by occupation, has during these years, been regarded with special interest. The period of expectation has now almost passed, and busy and interested minds have practically settled and announced inviting methods of transportation and sojourn.

Among these we appear. Knights from North-Eastern Pennsylvania have associated in sufficient numbers to give to our proposed excursion a geographical and conspicuous interest, which is evident from the title of our itinerary. We have in addition an official interest, arising from the fact that our party will be the only recognized escort to the Grand Commander of our State.

To the members of our Order, their wives, and to our friends, we submit the following in the confident belief that it will meet approbation. No particular has been reached without careful consideration, and so far as our human foresight can avail, nothing has been left undone for the reasonable comfort and unqualified enjoyment of all who may accompany us. To the particulars which follow we ask courteous and careful consideration, and add thereto to you all our cordial invitation to join with us, and be of our number.

"Such as we have, give we unto thee."

The Train will consist of Pullman Vestibuled Sleeping Cars of latest design and pattern and baggage car, which will run solid to Denver and return, thus enabling passengers to get at their baggage, when desired, without inconvenience.

The Pullman Cars will be placed at Easton, Allentown, Scranton, Towanda, and Ithaca several hours before departure of train.

At Denver. This train will be located within two blocks of the Union Passenger Station, on Union Pacific Tracks, Block Five, Track Three.

Personally Conducted. Sir Knights E. B. Byington, of the Reading R. R. System, and L. S. McClellan, representing the Wabash Route, will accompany the party, and will see that nothing is left undone which can contribute in any manner to our comfort and pleasure.

The Maximum Cost, including railroad fare, double berths, and meals for the entire trip, will be \$100, which may be considerably reduced by getting meals at hotels, other than those named, which offer lower rates.

Excursion Rates from Denver. The railroads centering at Denver will during the Conclave have on sale tickets to all points in Colorado and Utah at one fare for the round-trip; tickets good for thirty days. They also announce special low rates for one-day excursions to all points of interest in the vicinity of Denver.

The Pilgrimage.

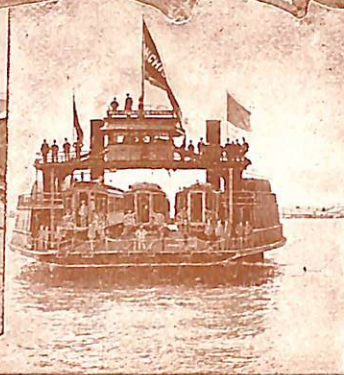
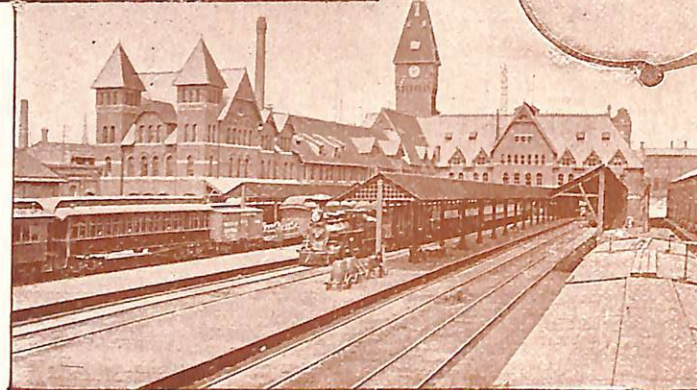
Monday August 1st our Train will Leave :

EASTON,—Via L. V. R. R.,	10.25 A. M.
ALLENTOWN,	11.05 “
WILKES-BARRE,	2.05 P. M.
PITTSTON,	2.25 “
TUNKHANNOCK,	3.11 “
TOWANDA,	4.39 “
SAYRE,	5.15 “
ITHACA,	6.35 “
Arrive GENEVA,	8.00 “

ONE HOUR FOR SUPPER.

Special Train to Connect with above at Pittston, will Leave

SCRANTON,	12.00 NOON.
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Scenes at Detroit, Michigan Central Railroad.

TUESDAY, AUGUST 2D, ARRIVE AT DETROIT 7.00 A. M.

M. C. R. R. Breakfast, Hotel Cadillac. Seven and a half hours in Detroit.

Detroit is a centre of culture, wealth and great natural resources, beautiful in itself, and with a future almost beyond computation, because of its magnificent possibilities. The city of Detroit occupies an area having eight miles of frontage on the Detroit River, and extending four miles back from the river, the site rising gradually from the water level to a height of seventy feet, four miles back. Population 250,000.

LEAVE DETROIT 2.30 P. M.

M. C. R. R.

ARRIVE TOLEDO 4.20 P. M.

Supper, Boody House. Two hours and forty minutes in Toledo.

Toledo—population about 100,000—situated on the Maumee River, which forms its harbor, and constitutes it the most westerly port on Lake Erie. Its commerce is next to that of Buffalo on this lake. It is the terminus of 600 miles of canal. Fifteen different railways terminate at or pass through the city.

LEAVE TOLEDO 7.00 P. M.

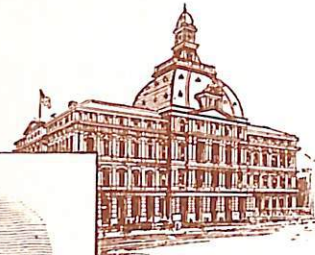
via Wabash Route.



St. Louis Exposition Building.



St. Louis Bridge.



St. Louis Post-Office.



St. Louis Fair Grounds.



St. Louis Museum of Fine Arts.

WEDNESDAY, AUGUST 3D, ARRIVE AT ST. LOUIS, 8.00 *a.m.*

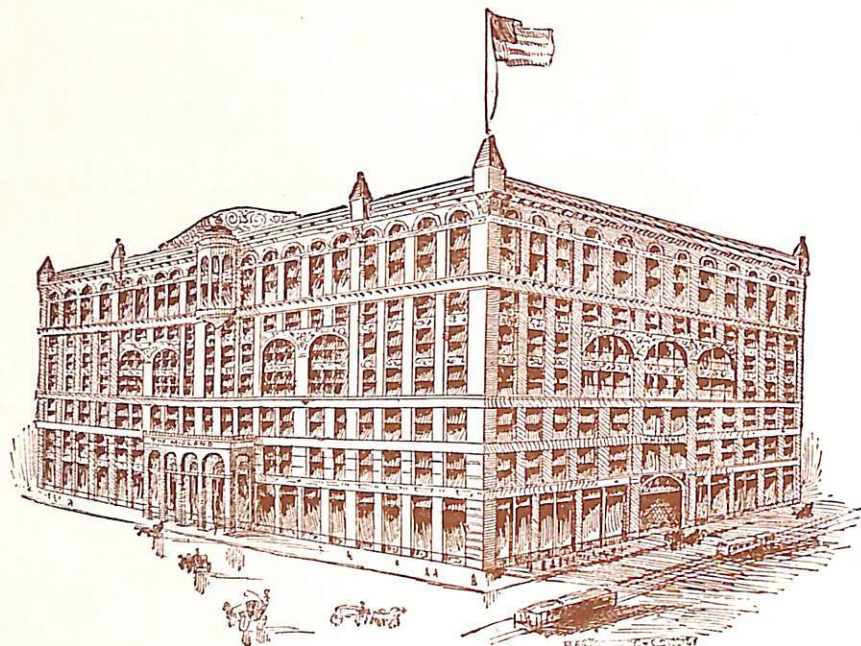
Wabash R'y. Breakfast, dinner and supper (Lindell Hotel). Thirteen hours in St. Louis.

St. Louis is the gateway to the Southwest, and presents so many objects of interest that the traveler cannot afford to pass through the Queen City of the Mississippi Valley without visiting its parks, public institutions and other points of local pride and national renown. The home of the Great St. Louis Exposition; the most magnificent and largest Fair Grounds in the world; the famous Eads' Bridge across the Mississippi (one of the wonders of the world); the famous Forest Park, the second largest in the world; Tower Grove Park and the famous Henry Shaw Botanical Gardens; the finest electric system of street railways in the country. A carriage drive in and around this city will more than repay the visitor.

Where St. Louis is located the Mississippi makes a broad sweep to the eastward and, returning, forms the great bend which encloses on three sides a portion of the commonwealth of Missouri, fifteen miles in length, north and south, and about seven miles wide. This area is bounded by the limits of the city of St. Louis. Population, 500,000.

LEAVE ST. LOUIS 9.00 P. M.

Wabash Railway.



MIDLAND HOTEL. Head-quarters of United Commanderies in Kansas City.

THURSDAY, AUGUST 4TH, ARRIVE AT KANSAS CITY 6.00 A. M.

Five hours in Kansas City.

Wabash Railway. Breakfast (Midland Hotel); after which a special train of cable cars will start from Hotel, covering the entire cable system, time two and one-half hours.

Kansas City—(Pop. 200,000; elevation 681 feet.)—Is built on and around a series of high bluffs and ravines, on the south bank of the great bend of the Missouri river, just below the mouth of the "Kaw," or Kansas River, in Jackson county, Missouri, the river being the boundary line, at this point, between the states of Missouri and Kansas. Prior to 1849, the place was known as "Westport Landing," but in that year was changed to Kansas City. It then had a population—mostly traders, hunters and trappers—of 300.

LEAVE KANSAS CITY 11.00 A. M.

via Colorado Short Line of the Missouri Pacific Railway.

ARRIVE OSAWATOMIE 1.00 P. M.

Dinner in New Dining Hall, Missouri Pacific Railway.

Osawatomie, the scene of John Brown's last battle. A monument has been erected to his memory, and is a great point of interest to visitors to this historic city. The city is lighted by natural gas.

ARRIVE GYPSUM CITY 6.30 P. M.

via Missouri Pacific Railway. Supper in New Dining Hall, Missouri Pacific Railway.

LEAVE GYPSUM CITY 7.15 P. M.

via Missouri Pacific Railway.



Pike's Peak,
through the Garden of the Gods.

By permission of the Rio Grande Western R. R.

FRIDAY, AUGUST 5TH, ARRIVE PUEBLO 8.15 A. M.

via Missouri Pacific R'y. Breakfast in Dining Room Union Depot. Two hours in Pueblo.

Pueblo, one hundred and twenty miles from Denver, is the second city in the State; the Pittsburg of the West and the "Bullion City of the World." It is situated at the confluence of the Fountain Qui Bouille with the Arkansas River in a most fertile valley. Population, 42,000; altitude, 4,700 feet.

LEAVE PUEBLO 10.10 A. M.

via Denver & Rio Grande R'y.

Leaving Pueblo behind, the tourist directs his steps to the shrine of all Colorado travel, Manitou and Pike's Peak.

ARRIVE COLORADO SPRINGS 12.10 A. M.

via Denver & Rio Grande R'y. Dinner at Antler's Hotel. Five and a half hours in Colorado Springs.

Colorado Springs has an elevation of over 6,000 feet above the level of the sea, and is sheltered on the north and west by high ranges of mountains. The town is laid out in broad avenues and streets, along which, on both sides, are planted rows of beautiful shade trees. The city commands a view of the entire Pike's Peak range.

LEAVE COLORADO SPRINGS 5.45 P. M.

ARRIVE AT MANITOU 6.00 P. M.

Supper at Manitou (Cliff House and Barker House). Sleep in cars at Manitou.



"A land whose stones are iron, and out of whose hills thou mayest dig brass."—*Dent, viii. 9.*
By permission of the Rio Grande Western R. R.

SATURDAY, AUGUST 6TH.

Two days in Manitou, Colorado Springs and vicinity.

At Manitou and vicinity, Pike's Peak and other points of interest. Train on Pike's Peak R. R. has been chartered for this party—Will leave Cog Road Station at 8.00 A. M. Time of trip four and one-half hours. Elevation 14,147 feet. Meals in Manitou at Hotel.

LEAVE MANITOU AT 5.30 P. M.,

D. & R. G. R. R.

ARRIVE COLORADO SPRINGS AT 5.45 P. M.

D. & R. G. R. R.

SUNDAY, AUGUST 7TH.

The party will, by invitation, attend Divine Service, to be conducted by Rt. Rev. Leighton Coleman, Bishop of Delaware, Most Eminent Grand Prelate of the Grand Encampment K. T. of the United States. Those who desire to can drive from Manitou through the Garden of the Gods and Glen Eyre to Colorado Springs. (Special rates have been made for carriage hire.)

ARRIVE COLORADO SPRINGS 5.45 P. M.

via D. & R. G. R. R. Supper at Alamo Hotel.

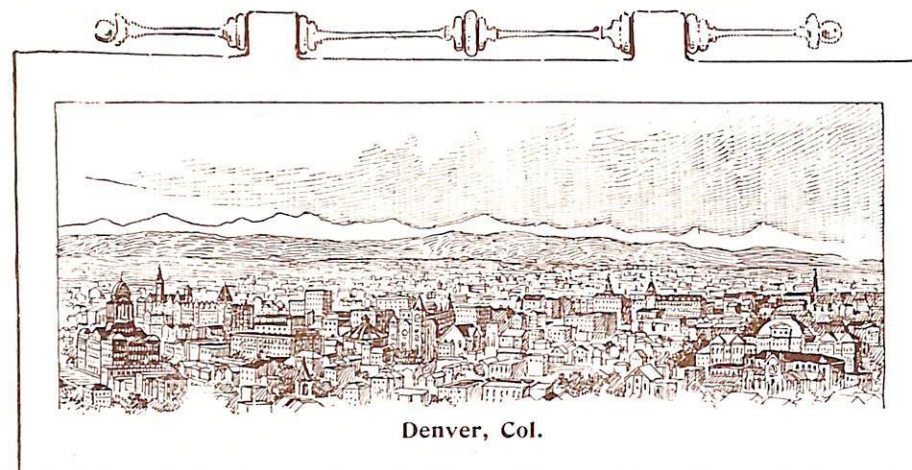
LEAVE COLORADO SPRINGS 6.45 P. M.

via D. & R. G. R. R.

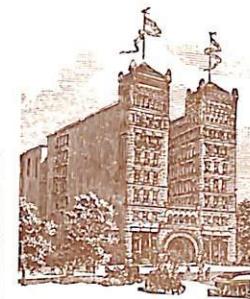
ARRIVE PALMER LAKE 7.45 P. M.

D. & R. G. R. R. Remain in cars over night.

Palmer Lake, in addition to being a place of exceeding beauty, is a natural curiosity, poised as it is exactly on the summit of the "Divide," a spur of the outlying range of the Rockies, extending eastward into the great plains, and from this summit the waters of the lake flow northward to the Platte and southward to the Arkansas.



Denver, Col.



Broadway Theatre and
Metropole Hotel.



Denver Club.

MONDAY, AUGUST 8TH, LEAVE PALMER LAKE AT 5.00 A. M.

D. & R. G. R. R.

ARRIVE DENVER 7.00 A. M.

Four days in Denver.

Remain in Denver Monday, Tuesday, Wednesday and Thursday for Conclave festivities and visiting contiguous places of interest. Pilgrims will be domiciled on the train during stay in Denver.

Denver is the capital of the State of Colorado — the commercial center. Population 165,000. Elevation 5,224. Its artesian water supply *has no equal in the world* being taken from God's reservoir by over 300 wells, from 380 to 1,160 feet beneath the city, and is as pure as crystal. *Denver, to-day, is the terminus of more railroads, with but two exceptions, than any city, town or village in the world.*

From Denver there is an unbroken view of the Rocky Mountains for nearly three hundred miles, reaching from beyond Long's Peak on the north to the historical summit of Pike's Peak on the south. This lovely mountain view is an everyday affair to the citizens of Denver, but nowhere in the world can its beauty and grandeur be surpassed.

Mail Matter. During the Triennial Conclave there will be an enormous amount of mail matter to be delivered to visitors. To avoid delay and confusion, Sir Knights are especially requested to have their mail addressed in care of Pennsylvania head-quarters, Brown Palace Hotel, Room 3, Broadway and 18th Street, Denver.



BROWNELL HALL.



DOUGLAS-COUNTY COURT-HOUSE.



Y. M. C. A.



PUMP-HOUSE, WATER-WORKS.

Some of the Prominent Buildings of
Omaha, Neb.



GOVERNMENT BUILDING.



NEW CITY HALL.

THURSDAY, AUGUST 11TH, LEAVE DENVER 11.00 P. M.

Union Pacific Railway.

FRIDAY, AUGUST 12TH, 8.00 A. M.

Breakfast at North Platte, 8.00 A. M. Dinner at Columbus, 2.00 P. M.

ARRIVE OMAHA 6.25 P. M.

Supper, Paxton House. Four hours in Omaha and Council Bluffs.

Omaha.—Population about 140,000.—This is one of the most progressive cities in the west, having more than doubled its population and business within the last five years. It is the seat of Douglas County, situated on the western bank of the Missouri River, on a gradual slope about 50 feet above high water mark, with an elevation of 1,032 feet above sea level. The first settlement was made in 1854, and named for the Omaha Indians who then possessed the country.

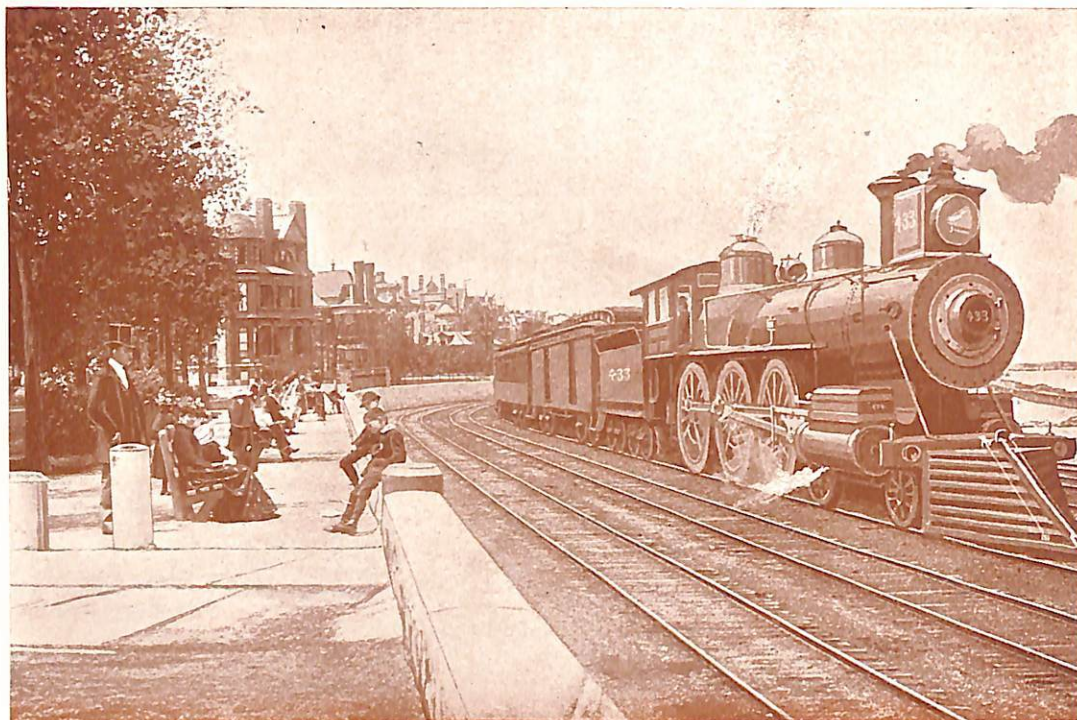
LEAVE OMAHA 10.30 P. M.

From Omaha to Council Bluffs we pass over the Great Union Pacific Bridge. This bridge is a post patent. The hollow iron columns are 22 in number, two forming a pier. These columns are made of cast iron $1\frac{3}{4}$ inches thick, $8\frac{1}{2}$ feet in diameter, 10 feet long, and weigh eight tons each. They are bolted together air tight and sunk to the bed rock of the river, in one case 82 feet below the low water mark. From high water mark to the bridge seat these columns measure 50 feet.

The eleven spans are 250 feet in length, making the iron part between the abutments 2,750 feet. The approaches are about the same length. By recent additions to the original structure the bridge has now a double track for cars and also for trains.

LEAVE COUNCIL BLUFFS 11.00 P. M.

C. & N. Western Railway.



Lake Front, Chicago.

SATURDAY, AUGUST 13TH, ARRIVE CEDAR RAPIDS 7.00 A. M.

C. & N. W. R'y. Breakfast. One hour and thirty minutes in Cedar Rapids.

LEAVE CEDAR RAPIDS 8.30 A. M.

The largest Masonic library in the world, and the only one occupying a building of its own, is in Cedar Rapids, Iowa. It contains 12,000 volumes, and is in charge of Theodore S. Parvin, who for nearly fifty years has been Grand Secretary and Librarian of Iowa.

ARRIVE CHICAGO 1.30 P. M.

Twenty-five hours in Chicago.

C. & N. W. R'y. Meals at Auditorium Hotel.

Train will be held at C. & N. W. Depot for occupancy during stay at Chicago, and will be transferred to Michigan Central R. R., about noon Sunday, August 14th.

SUNDAY, AUGUST 14TH, LEAVE CHICAGO 2.30 P. M.

M. C. R. R. Train will stop two hours at World's Fair Grounds.

Stop forty-five minutes for Supper at Niles, Michigan.



Niagara Falls.

MONDAY, AUGUST 15TH, ARRIVE AT NIAGARA FALLS 8.00 A. M.

M. C. R. R. Breakfast and lunch (Cataract House). Six hours at Niagara Falls.

LEAVE NIAGARA FALLS 2.00 P. M.

Lehigh Valley R. R.

ARRIVE BUFFALO 2.40 P. M.

Dinner at "Iroquois" Hotel. Four hours in Buffalo.

LEAVE BUFFALO, - - 6 30 P. M.

Lehigh Valley R. R.

GENEVA, - - 9 00 "

ARRIVE ITHACA, - 10.30 "

SAYRE, - - 12.00 M'T

TOWANDA, - 12.30 A. M.

TUNKHANNOCK, - 1.55 "

PITTSTON, - - 2.30 "

ALLENTOWN, - 5.30 "

EASTON, - - 6.00 "

Scranton car will be run special immediately on arrival of train at Pittston, to Central Depot, Scranton.

HOME, SWEET HOME.

Mileage.

Easton to Buffalo, Lehigh Valley R. R., . . .	373 miles.
Buffalo to Detroit, Mich. Central R. R., . . .	251 "
Detroit to Toledo, Mich. Central R. R., . . .	59 "
Toledo to St. Louis, Wabash R'y, . . .	436 "
St. Louis to Kansas City, Wabash R'y, . . .	277 "
Kansas City to Pueblo, Mo. Pac. R'y, . . .	640 "
Pueblo to Denver, D. & R. G. R'y, . . .	120 "
Denver to Omaha, U. P. R'y, . . .	569 "
Omaha to Chicago, C. & N. W. R'y, . . .	491 "
Chicago to Niagara Falls, Mich. Central R.R., . . .	514 "
Niagara Falls to Buffalo, Mich. Central R. R., . . .	22 "
Buffalo to Easton, Lehigh Valley R. R., . . .	373 "
	4,125 miles.



Standard Time.

Eastern time,	Easton to Detroit.
Central "	Detroit to Dodge City.
Mountain "	Dodge City to Denver.
" "	Denver to North Platt.
Central "	North Platt to Detroit.
Eastern "	Detroit to Easton.



Fraters of the Order of the Temple, their Ladies and Friends

From the following Commanderies will be with us.

No. 12. Crusade,	Stationed at BLOOMSBURG, PA.
" 14. Palestine,	" " CARBONDALE, "
" 16. Northern,	" " TOWANDA, "
" 17. Cœur de Lion,	" " SCRANTON, "
" 19. Hugh de Payens,	" " EASTON, "
" 20. Allen,	" " ALLENTOWN, "
" 23. Packer,	" " MAUCH CHUNK, "
" 31. Ivanhoe,	" " TAMAQUA, "
" 45. Dieu le Vent,	" " WILKES-BARRE, "
" 57. Wyoming Valley,	" " PITTSTON, "
" 60. Temple,	" " TUNKHANNOCK, "
" 64. Canton,	" " CANTON, "
" 68. Melita,	" " SCRANTON, "
No. 6. De Molay,	Stationed at WASHINGTON, N. J.
" 38. St. Augustine,	" " ITHACA, N. Y.

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Easton to Buffalo, Lehigh Valley R. R., . . .	373 miles.
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